

Memo

Date: 27 July 2026

To: Manchester City Council – Highways Department

From: Michael Percival

CC: Natalie Maynard (Buro Happold)

Subject Holcroft Moss Construction Traffic

The Holcroft Moss assessment presented in this Note has considered the effects of Mayfield Plots O and M (Poulton and Mobility Hub) during the construction period. The construction assumptions have been prepared based on the 2019 Transport Assessment prepared by Buro Happold, based on calculations made in the original EIA prepared in relation to LPA ref: 124972/FO/2019 and construction activity for the adjacent Republic development which is currently under construction.

This Note therefore first summarises the relevant SPD thresholds, before assessing the Proposed Development's construction traffic and considering whether the updated cumulative construction context alters that conclusion.

Methodology and Assumptions

This note assesses whether construction traffic associated with the Proposed Development is likely to result in traffic flows on the M62 past Holcroft Moss which would exceed the relevant thresholds set out in the Holcroft Moss Supplementary Planning Document (SPD). The assessment has been undertaken using a conservative, evidence-led approach, drawing on the submitted 2019 Transport Assessment and Environmental Statement, the 2023 Statement of Conformity, and recent construction traffic data provided by Bowmer and Kirkland for the adjacent Republic development.

In the absence of explicit traffic modelling of construction vehicles passing Holcroft Moss, the assessment uses the maximum construction traffic flows identified in the 2019 Environmental

Statement as the starting point. These flows represented a worst-case Phase 1a construction scenario and therefore provide a robust basis for considering the potential traffic effects of the remaining Phase 1a elements.

For the purposes of this Note, the construction traffic estimates have been updated to reflect the current construction context. This includes accounting for the Republic development commencing on Sie, using observed contractor data, and the completion of the Park element, which materially reduces the level of HGV activity previously associated with Phase 1a.

Holcroft Moss SPD

Paragraph 1.9 of the Holcroft Moss Supplementary Planning Document (SPD)^[1] states:

*“As set out in Policy JP-C8 of the PfE Plan, where planning applications are required to be accompanied by a Transport Assessment, they will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of **more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day** must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss. (emphasis added)”*

This confirms that the SPD applies project-level thresholds of 100 vehicles per day or 20 HGVs per day, above which mitigation measures and a financial contribution would be required. These SPD thresholds provide a precautionary project-level trigger for contributions. The Air Quality Habitat Regulations Assessment (HRA) study for the Greater Manchester “Places for Everyone” Plan (AQHRA) also refers to a higher trigger for project-level air quality modelling, stating the following at page 29:

*“There is also the need to ensure that project-level analysis of potential air quality impacts (and if necessary, project-level mitigation) is undertaken for significant sources of additional traffic past the M62 at Manchester Mosses SAC. This will require particular projects that are likely to result in a substantial increase in traffic flows to devise project-specific mitigation beyond the strategic air quality improvement measures being included in the Local Plan. **If the change in flows on the M62 past Manchester Mosses SAC due to a given scheme is likely to exceed 200 Heavy Duty Vehicles per day or 1,000 Average Annual Daily Traffic then this would be the trigger for project-level***

^[1] Holcroft Moss Planning Obligations Joint Supplementary Planning Document (Adopted from effect 08 May 2025).

air quality modelling and, depending on the outcome of that modelling, the need for scheme-specific mitigation. Warrington Borough Council incorporated this text to Policy ENV8, as a policy mechanism to enable the delivery of measures associated with new development to ensure that any contribution to atmospheric nitrogen deposition (and thus acid deposition) is minimised.”

The relevant question for this Note is therefore whether construction traffic routed past Holcroft Moss associated with the Proposed Development would exceed the SPD thresholds.

Construction Traffic Generation

Although construction traffic passing directly past Holcroft Moss has not been modelled explicitly, a review of the 2019 Environmental Statement (LPA ref: 124972/FO/2019) has been undertaken. The maximum increase in construction trips was shown to be on Fairfield Street (between Temperance Street and the A635 which was shown to experience 26 heavy goods vehicle movements per day under the worst-case scenario, reflecting the combined construction activity for Phase 1a (the Park, the Republic, the Mobility Hub and Poulton).

The contractor for the Republic development, Bowmer and Kirkland, has provided real time operational data showing an average of approximately eight HGV trips to that site each day. Subtracting the Republic component from the 2019 ES leaves 18 HGV movements attributable to the Park, Poulton and the Mobility Hub, which serves as a reasonable, estimate of HGV exposure for those elements under the 2019 scenario.

The Park element has now been completed, a change that is reflected in the 2023 Statement of Conformity (LPA ref: 137263/FO/2023), which identified a substantial reduction in daily HGV construction traffic following completion of the Park (up to 55%). This reduction primarily arises because a large proportion of the earlier HGV flows related to the extensive soil movements required for the Park. Accounting for the Park’s completion reduces the estimated HGV demand attributable to the remaining elements to a level of 8 HGV movements per day for Poulton and the multi-storey car park (MSCP).

The calculation trail for the estimated residual HGV demand is summarised below.

Assessment step	HGV movements per day	Basis / comment
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2019 ES worst-case Phase 1a construction scenario	26	Maximum daily HGV movements identified on F airfield Street, reflecting the combined construction activity for the Park, Republic, Mobility Hub and Poulton.
Less Republic development observed HGV demand	-8	Based on real-time contractor data provided by Bowmer and Kirkland for the adjacent Republic development.
Residual HGV movements for Park, Poulton and MSCP under the 2019 scenario	18	Represents the residual construction HGV demand after removing the Republic component from the 2019 ES worst-case total.
Adjustment to reflect completion of the Park	c. -10	Reflects the substantial reduction in HGV activity identified in the 2023 Statement of Conformity following completion of the Park, including reduced soil movement requirements.
Estimated residual HGV demand for Poulton and MSCP	8	Conservative estimate of daily HGV movements associated with the remaining Poulton and MSCP construction activity.

Even if all of these HGV movements were assumed to pass directly by Holcroft Moss, the resulting HGV trips would remain materially below the threshold set out in the Holcroft Moss Supplementary Planning Document (SPD), and therefore would not represent a level of concern under that policy framework.

Assessment of route choice indicates that construction traffic demand would be unlikely to concentrate on a single corridor. There are multiple strategic highway connections to and from the west, including the A34, A56, M602, M60 and A6, such that traffic would be expected to dissipate across available routes. Given the range of alternatives, the relative distance and geographic relationship between the Site and the M62/Holcroft Moss corridor, it is therefore highly unlikely that a material volume of construction traffic would route along the M62 past Holcroft Moss.

With regard to workforce movements, Bowmer and Kirkland have supplied real-time data indicating approximately 67 construction worker vehicle trips per day at the Republic. Given the smaller scale of the Poulton and MSCP elements, it is reasonable to assume their workforce vehicle demand would be lower, adopting a worst-case approach an estimated

combined workforce vehicle total of 130 trips per day associated with the remaining construction activity.

When considered as a whole, these movements would not be confined to a single corridor. Worker trips would originate from and travel to a variety of locations and would be distributed across multiple strategic corridors to and from the west. Consequently, only a proportion of the total workforce vehicle movements would be expected to travel westbound in the general direction of the M62/Holcroft Moss corridor. Taking trip distribution and the availability of alternative routes into account, it is unlikely that a material number of workforce vehicles would route along the M62 past Holcroft Moss.

On this basis, the Proposed Development's construction traffic would fall below the SPD thresholds before any further consideration of the wider cumulative construction context.

Cumulative Construction Context

The cumulative environment only now includes Phase 1b, which has considered the extant and revised permissions for Phase 1a as part of the EIA including trip generation during the construction and operational stages of development. It is also unlikely to commence construction concurrently with the Phase 1a buildings.

Conclusion

This Note has assessed the potential traffic impact of the Proposed Development on Holcroft Moss, having regard to the relevant SPD thresholds, the likely routing of construction vehicles past Holcroft Moss and the updated cumulative construction context. The assessment has been undertaken on a conservative basis, including by testing residual HGV demand against the SPD threshold on the precautionary assumption that all identified HGV movements could route via the M62 past Holcroft Moss.

On the available evidence, the Proposed Development would not exceed the relevant SPD thresholds either individually or in combination with the updated cumulative construction context. In particular, the estimated residual HGV demand for Poulton and the MSCP is materially below the 20 HGV per day threshold even under a worst-case routing assumption, and workforce vehicle movements are unlikely to concentrate on the M62/Holcroft Moss corridor at a level which would exceed the 100 vehicle per day threshold.

The cumulative position does not alter this conclusion. Phase 1b has considered the extant and revised Phase 1a permissions as part of its EIA, and the available programme information indicates that Phase 1b is unlikely to commence concurrently with the

remaining Phase 1a works. The assessment therefore demonstrates that the SPD thresholds would not be exceeded either on a standalone or cumulative basis.

Accordingly, no scheme-specific mitigation or financial contribution is required in relation to the Proposed Development's traffic impacts on Holcroft Moss.